

NTP 05

**Sewta response to the NAW Enterprise & Learning Committee invite to provide information for scrutiny of reprioritisation of the National Transport Plan**

The South East Wales Transport Alliance is a joint committee of the ten local authorities in the region, charged with preparing and co-ordinating regional transport policies, plans and programmes on behalf of its constituent councils, including the statutory Regional Transport Plan (RTP).

In July 2011 Sewta and the other regional transport consortia were invited by the Welsh Government to input to the current NTP prioritisation process. Specifically we were asked to identify the existing NTP priorities that we would like to be taken forward in the proposed three year NTP delivery programme and to identify regional priorities currently not in the NTP that we want to be considered alongside the NTP priorities when deciding on the three year programme<sup>1</sup>. Sewta's response can be found in appendix 2.

The announcement of the reprioritised NTP in December 2011 was discussed at the Sewta Board on 16 December 2011. Members noted with disappointment in particular the lack of confirmation of a date for the introduction, on the Ebbw Valley Line, of services to Newport. The Minister's announcement suggested that the Ebbw Valley schemes would contribute to regeneration, sustainability, accessibility and social inclusion, and therefore an extension of a very successful existing railway line into a major strategic redevelopment site in one of the most deprived areas of Wales would be very welcome, and it is now very disappointing to hear that these schemes may not meet with the 2015 convergence funding timetable.

Members also noted that while the proposed half hourly service from Maesteg to Bridgend as far as Cardiff and a new station at Brackla is indicated as being implemented after the completion of the Cardiff Area Signalling Renewal Programme in 2015, the reprioritised NTP does not give a timetable for the first phase of the scheme which is the half hourly service from Maesteg to Bridgend. The analysis provided for members of Sewta comments and the reprioritised NTP can be found in appendix 3.

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<sup>1</sup> . Any proposals needed to demonstrate better value for money and alignment with the key Welsh Government objectives and could be funded through the NTP pot [WG letter to consortia, 29 July 2011]

Please find our response to the questions attached.

If you have any further questions, we would be happy to talk to you.

Kind regards,



*Christian Schmidt*

Christian Schmidt  
**Sewta Planning Manager**

## **Appendix 1: Sewta responses to committee questions**

### ***Q1. What are the key issues currently affecting transport in Wales and how far are they addressed by the change in priorities within the National Transport Plan?***

A1. Sewta sees the key transport issues in south east Wales as:

- Access to key facilities and services (e.g. healthcare and educational facilities)
- Social exclusion and severance
- Congestion and access to employment
- Impact of regeneration and economic development on the transport network
- Impact of transport on the environment
- Integration of land use and transport planning<sup>1</sup>

To address these issues Sewta has agreed the following key priorities:

- Improving connectivity between key settlements
- Improving Transport Integration
- Overcoming the challenges of Cardiff, the regional centre
- Overcoming the challenges of the M4 corridor around Newport
- Championing walking & cycling and smarter choices
- Quick wins

As demonstrated in the RTP, these are well aligned with the Wales Transport Strategy Outcomes and Priorities.

The NTP (both original and reprioritised) in turn supports these issues and priorities by stating that investment should be targeted in a way that supports the Regional Transport Plans (NTP reference 32).

However an issue with the National Transport Plan (which has not been addressed in the reprioritisation) is that it is difficult to discern spending priorities. The NTP itself names the schemes to be prioritised, but it often does not provide timescales or costs, and it provides no outline capital (or revenue) programme similar to the consortia's RTP five year programmes and annual delivery plans.

For example, in terms of integration, there is a general commitment to "Continue to plan additional strategic modal interchanges (NTP reference 7)", but compared to the rail and trunk road systems, there are no specific proposals. Sewta suggestions that Cardiff and Newport City Centre multi-modal interchanges (including their bus elements) should be supported as national commitments were not included. Sewta proposals to flag up the importance of town centres as priority for improving interchanges and the need for new momentum for effective strategic planning at regional level were also not taken on.

On the other hand Sewta very much welcomes the commitment to undertake many proposals in a manner that is linked to work to integrate transport in the south-east region (Metro concept), and is looking forward to work with the Welsh Government and other partners on further developing the Metro concept. This will hopefully overcome the current weakness in the NTP in addressing this issue.

### ***Q2. How far does the change in priorities within the National Transport plan address, and strike the appropriate balance between, the strategic priorities stated in the Wales Transport Strategy, namely:***

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<sup>1</sup> Further background can be found in the Sewta regional Transport Plan, chapter 2 'Setting the scene'.

- a. **reducing greenhouse gas emissions;**
- b. **integrating local transport;**
- c. **improving access between key settlements and sites;**
- d. **enhancing international connectivity; and**
- e. **addressing safety and security.**

A2 As stated under A1, without further information on timing, scale, cost/funding of the proposals set out in the NTP it is not possible to undertake any detailed assessment about the balance of their overall effect.

However while it seems clear that the overall effect of the NTP interventions is positive against each of the priorities, a number of specific comments can be made:

- Concerning greenhouse gas emissions, while there are numerous interventions that will reduce emissions by the transport sector<sup>2</sup>, there are also some interventions that will have a negative effect. More could be done to ensure that this is recognised and minimised where possible.
- Concerning integrating local transport, as said in A1, much more work needs to be done and more detail provided including what interchanges are supported, what improvements delivered, over what timescale, further detail on proposed station improvements as part of the NSIP+ and Access for All programmes, role of strategic park & ride sites and proposals on addressing the issue of town centre interchange, integrated ticketing, and strategic regional spatial planning. Further development of the Metro concept should provide some of the required additional detail.
- Concerning access between key settlements and sites, this priority is generally strongly represented in the NTP interventions. However Sewta is disappointed that there is no commitment to support bus priority along strategic corridors (esp. into Cardiff and Newport city centres), which will improve access into key settlements and reduce the pressure on the existing transport network.

**Q3 The Minister has stated that the National Transport Plan has been prioritised to “tackle poverty, increase well-being and assist economic development”. How far does the change in priorities within the National Transport Plan contribute to achieving these objectives and are they consistent with those included in the Wales Transport Strategy?**

A3 The priorities outlined by the minister are clearly broadly consistent with the social, economic and (perhaps to a slightly lesser degree) environmental *Outcomes* set out in the WTS.

In order for the NTP to ‘assist with economic development’, it needs to tie in with the work of other national, regional and local economic development organisations and processes and with the adopted and emerging Local Development Plans, in order to provide access to and from key residential and employment sites. Equally, to enable the NTP (and indeed the Regional Transport Plans) to properly assist with economic development, the Welsh Government must ensure that there are mechanisms that ensure that local and regional spatial planning takes account of the existing and planned capabilities of the transport system.

Furthermore, as we have noted in our response to the Welsh Government’s call for evidence *Towards A Welsh Planning Act: Ensuring the Planning System Delivers*, there is now a strong case, unless the Wales Spatial Plan is re-activated, for the preparation of regional strategic

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<sup>2</sup> Basically all interventions that lead to modal shift away from single occupancy cars towards, walking, cycling and public transport will have a positive greenhouse gas effect.

planning frameworks integrating strategic housing, employment, transportation and environmental issues, particularly in South East Wales. Any framework would need to be endorsed by both the local authorities and the Welsh Government, and have a statutory basis, in order to carry sufficient weight to be influential.

A coordinated approach should also be taken to utilising opportunities of development funding to support national/regional transport infrastructure.

Please see A1 and A2 for our comments on spending priorities and overall fit with WTS priorities.

***Q4 Are the priorities contained in the Minister's statement the correct objectives for Welsh transport policy? And***

***Q5 How far does the prioritised plan meet the Welsh Government's obligations in relation to sustainability and equality?***

A4+5: The prioritised NTP contains numerous walking, cycling and public transport proposals that should lead to a more sustainable transport system that provides access for all. Clearly increased priority towards such interventions, including increased funding for local / regional transport plans, will ensure a faster and deeper change towards these objectives.

## **Appendix 2: NTP reprioritisation – Sewta response to Welsh Government**

**NB – Not in priority order.**

### **1. Existing NTP Actions - Key Sewta Priorities - Schemes**

<b>Transport Across Wales</b>	
<b>NTP Actions</b>	<b>Reason / comment</b>
1 (Sustainable Travel Centres)	Initiatives to change travel behaviours need to be seen as medium to long term activities. Accordingly, there is a strong case for extending the life of the current centres. Scheme proposals for Cardiff for 2012/13 will continue to be developed in consultation with Sewta. See also comment below under Action 91.
2, 14 (Improve provision of travel information)	A key deficiency is the lack of a strategic approach to the bus stop network as a source of integrated transport information. It is proposed that this be prioritised by WG. A resource of £0.5m pa over the remaining 3 years of the NTP would achieve a step change in the distribution and quality of provision. This proposal has the potential to be of national significance, and is put forward as a candidate for NTP funding.
6 (Introduce Welsh Transport Entitlement Card for bus and rail services)	The lack of integrated ticketing is the biggest obstacle in promoting public transport integration and modal change. London and every continental conurbation have it. A Smartcard needs to be based on full (London, continental-style) integrated ticketing.
7 (Create a series of strategic modal interchanges / park & ride sites)	This is a key action in making available alternatives to the car. Key Sewta priorities over the period 2012/13 to 2014/15 involve Abergavenny, Chepstow, Cogan, Pontypool & New Inn and Severn Tunnel Junction Station Park & Rides / Interchanges & Brynmawr Bus Station. There is an aspiration also over the period to 2014/15 to provide high quality transport interchanges in Cardiff and Newport city centres. Schemes for these two locations would be of national significance, and are put forward as candidates for NTP funding.
23 (Station improvements)	Railway stations are the shop window of the railway network. The benefits of electrification, capacity and frequency enhancements will only be fully realised if the station environment, facilities and interchange arrangements convey a perception to potential users of a quality service. Key Sewta priorities for NSIP+ involve, Bargoed, Merthyr Tydfil, Pontypool & New Inn, Pontypridd, Rhymney, Taffs Well & Ystrad Mynach, as well as Cardiff Central and Queen Street stations, which are being funded from sources other than NSIP+, and will follow the completion of Newport.
26 (Rail electrification)	Electrification of the whole of the Valleys Lines, including Maesteg, the Vale of Glamorgan and Ebbw Vale, and the main line to Swansea, is of critical importance to the future of the region.
34 (Maximise reliability, improve journey times and the safety of the trunk road <u>and strategic highway network.</u> ) 54 (Review the resilience of the motorway and trunk road <u>and strategic highway network infrastructure.</u> )	It is proposed that the wording of actions 34 and 54 be amended as indicated, to confirm that the principal road network throughout Wales is recognised by WG as a key strategic priority, whether it is the responsibility of WG or local government. Packages of measures to improve the efficient movement of vehicles on the Trunk Road and the Strategic Highway Network, by making better use of the existing network, should be seen as of national significance, and candidates for NTP funding. Sections 2.7 & 2.8 of the NTP recognise the importance of highway maintenance in terms of asset management and road safety, but section 2.7 refers only to the motorway and

	trunk road network. There is a compelling need to prioritise expenditure on the maintenance of the whole of the highway network, including the strategic network and local roads. It is proposed that the scope of the current re-prioritisation process should be sufficiently wide to address this fundamental challenge.		
<b>The North- South Corridor</b>			
56 (Improvements to rail services between North and South Wales)	Actions to increase frequency of rail services and reduce journey times have significant potential to contribute to modal change, and the NTP review should ensure that schemes with the best benefit / cost ratios are prioritised. (See also comment on Action 82). Sewta's proposals for additional local services and interchange enhancements between Cardiff, Newport and Abergavenny and intermediate stations, have the potential to create additional capacity on this route, while relieving long distance services of local traffic. A stronger role for Abergavenny would also give it the potential to become a key destination on the TrawsCambria long distance bus network (Action 72).		
<b>Targeted Investment in Infrastructure in South East Wales</b>			
10, 27, 89, 90 (New rail lines) 75, 80 (New stations), 74, 76, 78, 80 (Capacity / frequency enhancements)	<p>Rail is the backbone of public transport network in South East Wales, it has the biggest potential for increasing connectivity, reducing journey times, and achieving modal shift. It has the greatest potential amongst transport investment options for improving accessibility to Cardiff and Newport, while ensuring that access to the opportunities in these cities is spread to all parts of the region. Sewta's Rail Strategy Review has further strengthened the case for rail investment. There is a need in particular to take advantage of the funding opportunity presented by the Convergence Programme in the period to 2015.</p> <table border="1"> <tr> <td>Key Sewta Priorities</td> <td>Rhymney Line Frequency Enhancement (Tirphil Passing Loop) &amp; Energlyn Station Maesteg Line Frequency Enhancement Ebbw Valley Line Services to Newport and Ebbw Vale Town Station Additional platforms at, and services from, Pontypridd, Caerphilly &amp; Barry Additional carriages on Cardiff – Bristol services</td> </tr> </table>	Key Sewta Priorities	Rhymney Line Frequency Enhancement (Tirphil Passing Loop) & Energlyn Station Maesteg Line Frequency Enhancement Ebbw Valley Line Services to Newport and Ebbw Vale Town Station Additional platforms at, and services from, Pontypridd, Caerphilly & Barry Additional carriages on Cardiff – Bristol services
Key Sewta Priorities	Rhymney Line Frequency Enhancement (Tirphil Passing Loop) & Energlyn Station Maesteg Line Frequency Enhancement Ebbw Valley Line Services to Newport and Ebbw Vale Town Station Additional platforms at, and services from, Pontypridd, Caerphilly & Barry Additional carriages on Cardiff – Bristol services		
82 (Complete the dualling of the A465 Heads of the Valleys Road )	The NTP indicates completion by 2020. In the current economic climate, there is an urgent need for investment on upgrading the highway network to focus on those schemes projected to generate the best returns, both in terms of journey time savings and road safety. In this sense, it is argued that, in addition to road safety priorities, there is a strong case for prioritising strategic east – west routes throughout Wales. In line with this view, Sewta would like to see an acceleration of the delivery of Sections 5 and 6 of the A465 Heads of the Valleys dualling scheme, and progress on the route study for the A4042 (Action 86).		
91 (Package of measures, including public transport enhancements, to deal with resilience, safety and reliability issues on the M4 corridor around Newport)	The M4 Corridor Enhancement Measures Programme is of critical significance for the whole of southern Wales. This will need to embrace Infrastructure, Network Management, Bus (including bus priority corridors), Rail (frequency enhancements on the Abergavenny & Chepstow lines), Interchange (Chepstow, Pontypool & Severn Tunnel Junction) and Smarter Choices proposals, including Sustainable Travel Centre Initiatives (NTP Action 1). There is a		

strong case for NTP funding for this wide range of actions.
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## **2. Proposal for an additional scheme action within the NTP**

<b>NTP Actions</b>	<b>Reason / comment</b>
Improving Local Bus Services – Proposed New Action: “Working with local bus operators and the regional transport consortia, improve arrangements for bus priority on key strategic corridors”	To encourage modal shift, there is a need to improve reliability and reduce running times. Sewta’s Bus Strategy recognises the importance of developing bus priority measures on key strategic corridors, particularly those leading to and from Cardiff, Newport and Bridgend, and this is reflected in the RTP. More explicit WG support through the NTP would be welcome. Moreover, as many of these corridors are along trunk roads, there is a strong case for this investment to benefit from NTP funding. Key candidate schemes for this purpose in the period to 2014/15 would be the Pontypridd to Cardiff Corridor, in particular Pontypridd Town Centre, the Nantgarw and Upper Boat A470 junctions, and the A470 north of Boulevard de Nantes in Cardiff, together with the Western Corridor in Cardiff. These proposals have the potential to be of national significance, and are put forward as candidates for NTP funding.

## **3. Existing NTP Actions - Key Sewta Priorities - Policy Proposals**

<b>NTP Actions</b>	<b>Reason / comment</b>
32 (Target investment in a way that supports the Regional Transport Plans)	Effective coordination is essential to ensure that the RTPs and NTP achieve their objectives and those of the WTS. This also requires the restoration of funding levels for RTPs, and continuing and effective consultation .
4 (Strengthen the role of transport planning)	The Welsh Government’s RTP guidance emphasises the need for close co-ordination between land use planning and transport planning. There is a need for effective strategic planning at the regional level. Without new momentum for the South East Wales element of the Wales Spatial Plan, or an effective alternative, achievement of the objectives of the RTP and WTS will become increasingly difficult, as the Wales Spatial Plan becomes progressively out-of-date.

## **4. Proposal for an additional policy action within the NTP**

<b>NTP Actions</b>	<b>Reason / comment</b>
Ensure that transport interchange features as a high priority in city and town centre regeneration / redevelopment schemes.	There is a danger that transport facilities are overlooked on such schemes, especially if there is no pressure from the funding bodies or policy frameworks that these facilities have to be provided. It would be good if the NTP could flag up city and town centres as a priority for improving interchange, and provide additional transport funding through the NTP if needed, to ensure good quality interchange facilities are provided at the same time as regeneration / redevelopment schemes, and not as an afterthought. Issues of this nature have the potential to arise in a number of centres over the next few years.

## Appendix 3: NTP reprioritisation – Analysis of Sewta comments and reprioritised NTP

Report To:	Board - 16 <sup>th</sup> December 2011	Item 3 – Additional paper
Report Subject:	NTP re-prioritisation – Analysis of Sewta comments and reprioritised NTP	
Report by:	Planning Manager	

Issue	What the Sewta submission said	What WG NTP re-prioritisation says
<b>1. General</b>		
Target investment in a way that supports RTPs	Effective coordination essential. Restoration of funding levels for RTPs required.	Reiteration of NTP / no comment on funding
M4 corridor around Newport	M4 CEM programme needs to embrace infrastructure, network management, bus (including bus priority corridors), rail (frequency enhancements on the Abergavenny & Chepstow lines), interchange (Chepstow, Pontypool & Severn Tunnel Junction) and smarter choices proposals (including Sustainable Travel Centre Initiatives, with NTP funding for this wide range of actions.	Now additional references: <ul style="list-style-type: none"> <li>- “Steelworks Access Road (starting 2011/12)”</li> <li>- “commencing the public consultation on the programme of measures (2012/13)</li> <li>- “M4 J28 Tredegar Park 2013/14”</li> <li>- “Begin to deliver M4 Magor to Castleton post stakeholder engagement options” 2013/14</li> </ul>
<b>2. Planning</b>		
Role of transport planning	There is a need for effective strategic planning at regional level. SE Wales element of Wales Spatial Plan will become out of date without new momentum or an effective alternative.	No comment
<b>3. Walking &amp; cycling</b>		
Walking & cycling	---	Lots new – some of which existing Sewta schemes: <ul style="list-style-type: none"> <li>- Travel Planning capital (Sewta)</li> <li>- Barry Safe Routes to Schools</li> <li>- Merthyr Connect 2</li> <li>- Royal Oak (Sewta 12/13 scheme)</li> <li>- Monmouth &amp; Brecon canal</li> </ul>
<b>4. Smarter choices</b>		
Sustainable Travel Centres	Extend life of current centres	£5m over 3 years for STCs
Personal Travel Planning	---	STC action widened to include Personalised Travel Planning
<b>5. Rail</b>		
Ebbw Vale	Ebbw Valley Line Services to Newport and Ebbw Vale Town Station	“Improvements to Gaer Junction (completed), introduce bus service between Rogerstone and Newport as an initial first step to introducing hourly services from Ebbw Vale to Cardiff and Newport” Beyond 2015: “Deliver new station at Ebbw Vale town””.

Electrification	Electrification to include the whole of the Valleys Lines, including Maesteg, the Vale of Glamorgan and Ebbw Vale, and the main line to Swansea.	No comment
Maesteg line & Brackla	Maesteg Line Frequency Enhancement	“Extend the half-hourly service from Maesteg to Cardiff and Brackla Station to be planned for delivery following the completion of CASR in 2015”, with note “Linked to work to integrate transport in the south-east region (Metro concept).”
Rhymney line & Energlyn	Rhymney Line Frequency Enhancement (Tirphil Passing Loop) & Energlyn Station	In 2012/13 column: “Begin work on new station at Energlyn, by 2014”. No comment on frequency enhancement (Tirphil Loop)
North-South	Additional local services and interchange enhancements between Cardiff, Newport and Abergavenny and intermediate stations create additional capacity and relieve long distance services.	No comment
Pontypridd, Caerphilly & Barry	Additional platforms at, and services from, Pontypridd, Caerphilly & Barry Additional carriages on Cardiff – Bristol services	“Work collaboratively with new Network Rail Wales Branch to deliver the additional platforms at Pontypridd, Caerphilly and Cardiff” “Additional carriages to peak services to Caerphilly to be planned for delivery following completion of Cardiff Areas Signalling Renewal (CASR) in 2015” “Introduce additional services on the lines from Pontypridd and Caerphilly to Cardiff to be planned for delivery following the completion of CASR in 2015” “Introduce additional services on the Vale of Glamorgan line to be planned for delivery following the completion of CASR in 2015” Additional carriages and services noted as “Linked to work to integrate transport in the south-east region (Metro concept).”
Station improvements	Key Sewta priorities for NSIP+ involve, Bargoed, Merthyr Tydfil, Pontypool & New Inn, Pontypridd, Rhymney, Taffs Well & Ystrad Mynach, as well as Cardiff Central and Queen Street stations, which are being funded from sources other than NSIP+, and will follow the completion of Newport.	Commitment to NSIP
Cardiff – Bristol	Additional carriages on Cardiff – Bristol services	No comment
Rail funding	Need to take advantage of the funding opportunity of Convergence Programme by 2015.	No comment
<b>6. Bus</b>		

Bus priority	New NTP action proposed: "Working with local bus operators and the regional transport consortia, improve arrangements for bus priority on key strategic corridors"  Key proposals Pontypridd to Cardiff Corridor, Western Corridor in Cardiff.	No comment
Local Transport Services Grant (LTSG), Bus Quality Partnerships (BQP)	---	Reiteration of NTP
Concessionary fares	---	Reiteration of NTP (maintain commitment to free concessionary bus travel)
<b>7. Flexible transport (i.e. Community Transport)</b>		
"Innovative' services", (BwcaBus, Community Transport)	---	Reiteration of NTP ("continue to support")
<b>8. Integration</b>		
Interchanges & park & ride	Key Sewta priorities over the period 2012/13 to 2014/15 involve Abergavenny, Chepstow, Cogan, Pontypool & New Inn and Severn Tunnel Junction Station Park & Rides / Interchanges & Brynmawr Bus Station.  Cardiff and Newport to be paid through NTP.	No specific comment, but reiteration of NTP commitment to "continue to plan additional strategic modal interchanges"
Interchanges in regeneration schemes	NTP to flag up city and town centres as a priority for improving interchange, provision of additional transport funding through NTP if needed to ensure good quality interchange facilities are provided at the same time as regeneration / redevelopment schemes	No comment
Bus stop information	Request for £0.5m pa through NTP to achieve a step change in the distribution and quality of at-stop information.	None – but also see under Smarter Choices
Integrated ticketing	A Smartcard needs to be based on full (London, continental-style) integrated ticketing.	No comment
TrawsCymru/Abergavenny	A stronger role for Abergavenny station would give it the potential to become a key destination on the TrawsCambria long distance bus network.	No comment
<b>9. Highways</b>		

Regional strategic highway network	<p>Actions 34 (maximise reliability, improve journey times and safety on trunk road network) and 54 (review resilience on trunk road network) be amended to include reference to the regional strategic highway network</p> <p>NTP to fund packages of measures to improve the efficient movement of vehicles on the trunk road <i>and</i> regional strategic highway network.</p>	<p>Reiteration of action 34 with no change.</p> <p>New named schemes under “Prioritised investment to deliver economic and social benefits”:</p> <ul style="list-style-type: none"> <li>- “A470 Abercynon roundabout off-slip improvements”</li> <li>- “A4059 Mountain Ash, improving access to the town centre and new Cynon Valley Hospital”</li> </ul> <p>New named scheme under “Prioritised investment to deliver safety improvements”:</p> <ul style="list-style-type: none"> <li>- “A465 Clydach Gorge CCTV”</li> </ul> <p>Under “Prioritised investment to maximise the effective operation of the road network”:</p> <ul style="list-style-type: none"> <li>- “Safety improvements on A465”</li> </ul>
Maintenance	Prioritise expenditure on maintenance of whole of the highway network, including strategic network and local roads.	No comment
Heads of the Valleys Road	Accelerate the delivery of Sections 5 and 6 of the A465 Heads of the Valleys dualling scheme,	<p>Reiteration of NTP (“complete duelling of the A465 heads of Valleys road (by 2020)”) Additional info:</p> <ul style="list-style-type: none"> <li>- 2011/12: “Safety improvements to the A465 Hirwaun to Dowlais Top”</li> <li>- 2012/13: “Start A465 Heads of Valleys Road, section 3 Brynmawr to Tredegar”</li> <li>- 2014/15: “Start A465 Heads of Valleys Road, section 2 Gilwern to Brynmawr”</li> </ul>
A4042	Progress on the route study for the A4042	<p>Additional info:</p> <p>2011/12: “route study on the A4042 between Pontypool and Abergavenny, with construction planned beyond 2015.”</p>
<b>10. Road Safety</b>		
Road Safety Grant	---	Continue to fund RSG
Five Mile Lane	---	Additional info: Safety improvements completed 12/13
<b>11. other</b>		
Airport bus	---	Express bus to airport now after 2015